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Hull & Goole Port Health Authority

ANNUAL REPORT

OF THE

Medical Officer of Health

FOR

1946

NICOLAS GEBBIE M.D., D.P.M., D.P.H.,

Medical Officer of Health.



Hull & Goole Port Health Authority

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HULL AND GOOLE PORT HEALTH AUTHORITY

Constituted by an Order of the Local Government Board, dated 11th June, 1887

Members Elected by the Corporation of Kingston upon Hull

ALDERMAN A. STARK (*Chairman*)

ALDERMAN R. E. SMITH

COUNCILLOR H. LEGGOTT

Members Elected by the Goole Borough Council

ALDERMAN E. JOHNSON (*Deputy-Chairman*)

COUNCILLOR E. CREEK

Officers of the Authority—

E. H. BULLOCK, *Solicitor, Clerk*

C. H. POLLARD, F.S.A.A., F.I.M.T.A., *Treasurer*

NICOLAS GEBBIE, M.D., D.P.M., D.P.H., *Port Medical Officer of Health*

R. H. MOYES, M.B.E., M.D., D.P.H., *Deputy Port Medical Officer of Health*

W. J. HUTCHINSON, M.B., Ch.B., B.A.O., D.P.H.,
Assistant Port Medical Officer of Health

G. R. WALKER, M.B., Ch.B., D.T.M., D.P.H.,
Assistant Port Medical Officer of Health

A. M. ERSKINE, M.D., D.P.H., *Deputy Medical Officer of Health (Goole)*

D. J. T. BAGNALL, A.C.G.F.C., F.R.I.C. *Analyst*

A. J. W. HARDING, Cert. Royal San. Inst., *Senior Inspector*

M. THOMAS, Cert. Royal San. Inst., *Deputy Senior Inspector*

J. R. Z. BOWNASS, Cert. Royal San. Inst., *Inspector*

G. WALLACE, Cert. Royal San. Inst., *Inspector*

T. A. FOX, Cert. Royal San. Inst., *Inspector*

H. P. LEWIS, M.R.C.V.S., *Chief Food Inspector* (to 31st Oct., 1946)

S. RHODES, Cert. Royal San. Inst., *Chief Food Inspector*, (from 1st Nov., 1946)

B. E. C. COLE, Cert. Royal San. Inst., *Assistant Food Inspector*.

A. DAY, Cert. Royal San. Inst., *Assistant Food Inspector*

G. E. FOX, *Rodent Searcher*

H. S. ROGERSON, *Rodent Searcher*

W. H. COOK, *Rodent Searcher*

S. JOHNSON, *Senior Clerk*

S. BROADBENT, *Clerk*

R. W. HODGSON, *Clerk*

*R. TAYLOR, *Clerk* (from 30th Dec., 1946)

* Returned from H.M. Forces

Offices of the Authority—

9 PIER STREET, HULL



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9 PIER STREET,
HULL.

July, 1947.

*To the Chairman and Members of the
Hull and Goole Port Health Authority.*

GENTLEMEN,

I have the honour to submit the Report of the Port Medical Officer of Health of the Hull and Goole Port Health Authority for the year ended 31st December, 1946.

During the year, 283 ships were boarded by the Authority's Medical Staff, and 4,310 by the Inspectorial Staff.

The Inspectors paid 7,229 visits to ships for the purpose of inspection, and on 735 vessels sanitary defects were discovered.

The investigation of rat infestation of ships continued to receive the special attention of the Authority's staff, and measures for the control of rodents on ships and shore were pursued continuously throughout the year. 2,486 rats were destroyed on ships and 1,697 on quays, wharves, docks, etc. Of the rats caught, 197 were submitted to bacteriological examination by the Medical Staff and none showed evidence of Plague.

During 1946, the volume of shipping entering the Ports showed an increase over the war years. The alien traffic returned after the cessation of hostilities and during 1946 there was a considerable increase in the number of alien passengers entering the district, although the numbers do not yet approach those of pre-war years.

Special reference is made in the Report of the occurrence during 1946 of cases of Weil's disease in workers on the fish dock and of an investigation into the presence of the causative organism amongst the rat population of the dock.

I would like to express my appreciation of the willing assistance given by the London & North Eastern Railway Co., during the course of the investigation.

My thanks are also due to the London & North Eastern Railway Co., the Hull Fish Merchants' Protection Association Ltd., and the Hull Fishing Vessel Owners' Association Ltd., for their co-operation in instituting preventive measures on the fish dock.

I would also express my appreciation of the assistance so willingly placed at the disposal of the Port Health Department by my colleagues, the Clerk, and Treasurer and the Analyst to the Authority.

My thanks are also tendered to H.M. Collector of Customs and his officers, especially the Waterguard; to H.M. District Inspector (Home Office—Aliens Branch) and his staff; to the Pilots and Dock Masters, and to the Owners, Agents and Masters of vessels for their cordial co-operation with the officers of the Authority.

I am,

Your obedient Servant,

NICOLAS GEBBIE,

Port Medical Officer of Health.

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REPORT.

Jurisdiction of Port.

There has been no alteration in the definition of the limits of jurisdiction of the Port Health Authority.

Amount of Shipping entering the Port during the year.

During 1946, 7,857 vessels entered the Ports of Hull and Goole with a total net tonnage of 5,625,478.

In the year under review, 283 ships were boarded by the Medical Officers of the Authority; this shows an increase of 72 when compared with the figure for 1945.

The Port Health Inspectors visited 4,310 vessels, on 735 of which sanitary defects were discovered; 394 of these were rectified. In 1945, the figures were respectively 3,368, 650 and 343. Details of this work will be found in Appendix 1, pages 57-63.

HULL

TABLE A

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vess'ls on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of vess'ls rep'td as having, or having had, during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Insp'etor				
FOREIGN—								
Steamers ..			240	1,139	275	202	27	16
Motor* ..	3,184	4,157,479	27	295	69	34	1	2
Sailing ..			—	—	—	—	—	—
Fishing ..	1,381	218,695	10	685	78	33	9	2
Total Foreign	4,565	4,376,174	277	2,119	422	269	37	20
COASTWISE—								
Steamers ..	800	582,910	1	652	122	71	10	2
Motor* ..	914	188,104	—	498	44	11	3	—
Sailing ..	2	239	—	—	—	—	—	—
Fishing ..	NotAv'ble	—	3	96	31	4	—	—
Total Coastwise	1,716	771,253	4	1,246	197	86	13	2
Total Foreign and Coastwise	6,281	5,147,427	281	3,365	619	355	50	22

GOOLE

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vess'ls on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of vess'ls rep'td as having, or having had, during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Insp'etor				
FOREIGN—								
Steamers ..			2	150	13	8	2	—
Motor* ..	452	138,783	—	160	48	1	—	—
Sailing ..			—	—	—	—	—	—
Fishing ..	—	—	—	—	—	—	—	—
Total Foreign	452	138,783	2	310	61	9	2	—
COASTWISE—								
Steamers ..	429	181,970	—	277	33	24	6	1
Motor* ..	692	156,416	—	356	21	6	—	—
Sailing ..	3	882	—	2	1	—	—	—
Fishing ..	—	—	—	—	—	—	—	—
Total Coastwise	1,124	339,268	—	635	55	30	6	1
Total Foreign and Coastwise	1,576	478,051	2	945	116	39	8	1
Total Foreign & Coastwise, Hull and Goole ..	7,857	5,625,478	283	4,310	735	394	58	23

* Includes mechanically propelled vessels other than steamers.

NOTE.—Eighty-six informal notices were served on Masters and Officers in charge of vessels at the Ports of Hull and Goole respecting defects and nuisances on board.

Figures in columns 1 and 2 supplied by H.M. Collector of Customs for the Ports of Hull and Goole.

CHARACTER OF TRADE OF PORT

Passenger Traffic

During 1946, 24,955 passengers entered or departed from the ports of Hull and Goole. These passengers come chiefly from the continent and in the latter part of the year consisted of female aliens who were to marry in this country. A considerable number of aliens came to take up employment in this country under permits issued by the Ministry of Labour.

During the year a steamship service between Cuxhaven and Hull was introduced for the conveyance of troops to and from Germany.

The number of aliens entering the district through Goole during the year was 50.

TABLE B

HULL Passenger Traffic during 1946

No. of Passengers.		1st Class	2nd Class	3rd Class	Trans-migrants.	Total.
Inwards	Aliens . .	3,014			—	12,075
	British . .	9,061			—	
Outwards	Aliens . .	2,166			—	12,512
	British . .	10,346			—	

Total Passengers, Inwards and Outwards 24,587

GOOLE

No. of Passengers.		1st Class	2nd Class	3rd Class	Trans-migrants	Total.
Inwards	Aliens . .	50			—	193
	British . .	143			—	
Outwards	Aliens . .	63			—	175
	British . .	112			—	

Total Passengers, Inwards and Outwards 368

Figures for Table B were supplied by H.M. District Inspector (Home Office—Aliens Branch).

Cargo Traffic, including Foreign Countries from which vessels arrive

The trade of the port of Hull in common with that of the other large British ports is world-wide and endless in its variety, whereas that of the Port of Goole is chiefly concerned with near continental and coastwise ports.

Consequent upon the disruption on the Continent, the general nature of the trade of the port has changed considerably, since in a world of shortages, the country is obliged to purchase its supplies of food and raw materials in other directions which would not otherwise be regarded as normal.

Regular sailings to near continental and other ports are gradually being resumed, but so long as the present abnormal conditions continue, it is impossible to present a true picture of the trade of the port or to express an opinion as to its future performance.

Meantime, with the present available labour force, the ports continue to be fairly busy.

The chief imports of Hull were :—

Butter, Cheese, Margarine and Condensed Milk from Holland, Denmark, New Zealand and Australia.

Eggs from Denmark.

Oil producing Seeds from West Africa, India and the Argentine.

Mineral Oils from Mexico, U.S.A. and Persian Gulf.

Wool from Australia and New Zealand.

Fruit and Vegetables from Spain, Italy, Holland, Belgium, Jaffa, Canary Islands, U.S.A., Australia, New Zealand and South Africa.

Wheat from the Argentine, Australia, North and South America and Canada.

Paper and Pulp from Norway and Sweden.

Straw Boards from Holland.

Timber from the Baltic, West Africa and U.S.A.

Fish from the North Sea, Iceland and Norway.

Bacon from Denmark.

Tanning Materials from India.

Dried Hides from Argentine.

Copal Resin from West Coast of Africa.

Wines from Spain, Portugal, France, Italy and Australia.

Onions from Spain, Portugal and Egypt.

Coastwise Trade with Aberdeen, Leith, Tyne Ports, Sunderland, Tees Ports, Grimsby, Wisbech, King's Lynn and London.

Inland Waterways :—Aire and Calder Navigation Company trading with Leeds, Bradford, Halifax, Castleford, Sheffield, Thorne, Doncaster, Selby, Brighouse, Barnsley, Wakefield, Huddersfield and Goole.

Trent Navigation Company trading with Newark, Nottingham, Leicester, Nuneaton, Gainsborough and Loughborough.

The chief exports from Hull were Cotton and Woollen manufactured goods, Chemicals, Dyes and Colours, Metals, Vehicles, Locomotives and Motor Cars.

A proportion of the trade of Hull is carried on with India, West Africa, Egypt and the Argentine. In these countries Plague is endemic or epidemic from time to time, and thus the loading ports come into the category of "Infected Ports."

GOOLE

By reason of the prevailing conditions the export and import trade of Goole has been considerably restricted. At the moment the trade is chiefly coastwise in character, but the ships are gradually returning to the continental trade routes.

Imports :—Dairy Produce, Margarine, Cotton Yarn, Hair, Leather and Machinery.

Exports :—Cotton Yarn and Manufactured Cotton Goods, Woollens, Machinery, Metals, Chemicals, China and Earthenware.

MEDICAL INSPECTION OF ALIENS.

Annual return by the Medical Inspector of Aliens for the year ended 31st December, 1946.

	Total	Number inspected by the Medical Inspector	Number sub-jected to detailed examination by the Medical Inspector	Certificates Issued					Trans-migrants
				Lunatic Idiot or M.D.	Un-desirable for Medical Reasons	Physically Incapaci-tated	Suffering from acute Infectious Disease	Landing necessary for adequate Medical Examina-tion	
(a) Total number of Aliens land-ing at the Port	3,064	2,140	270	(a)	(b)	(c)	(d)	(e)	—
(b) Aliens refused permission to land by Immi-gration Officer	1,296	—	—	—	—	—	—	—	—
(c) Transmigrants	—	—	—	—	—	—	—	—	—
Total Aliens arriv-ing at the Port	4,360	2,140	270	—	—	—	—	—	—

Total number of vessels carrying Alien Passengers 476

Number of vessels dealt with by the Medical Inspector 119

SOURCE OF WATER SUPPLY.

For the Port

	Source of Water
St. Andrew's Dock	L.N.E.R. supply
Albert and Sir Wm. Wright Docks	do.
Humber Dock	Hull Corporation supply
Victoria Dock	do.
Alexandra Dock	do.
King George Dock	do.
Saltend Jetty, No. 1	do.
„ „ No. 2	do.
Goole Docks	Goole Borough Council supply

The water, which is very pure, is derived from deep wells ; its hardness is just over twenty parts per 100,000, about six being permanent.

For Shipping

The water supplied to ships is identical with that of the City and is delivered either by means of water boats or by hydrants situated on the dock-side.

Number of Water Boats and their Sanitary Condition

Docks	Number of Boats	Capacities in Tons
St. Andrew's	3	121, 140, 92
Albert and Sir Wm. Wright ..	2	167, 50
Humber	1	65
Victoria	1	50
Alexandra	5	60, 50, 50, 50, 42
Goole	3	60, 45, 20

These boats are inspected at frequent intervals by the Authority's Inspectors, who report immediately any conditions which require attention. The vessels are cleaned out periodically and the tanks cement-washed. In addition to these measures samples are taken, from time to time, for chemical and bacteriological examination.

Water Examinations

Fifty-two water samples obtained from vessels or water-boats were examined.

(a) CHEMICAL :—

Waters	Total	Satisfactory	Unsatisfactory
From ships in docks at Hull ..	50	49	1
From Water-boats at Hull ..	2	2	—
	—	—	—
	52	51	1
	—	—	—

The Port Analyst reports :—

“During the year, 52 samples of drinking water from ships lying in the Hull Docks were examined chemically and all except one, which contained objectionable animal matter, were passed as satisfactory. Four of these samples were also examined bacteriologically, one of which was of unsatisfactory purity.”

(b) BACTERIOLOGICAL :—

All the samples were examined bacteriologically by the Medical Staff under the supervision of the Deputy Port Medical Officer of Health.

Where the water samples were considered unsatisfactory, as the result of the chemical or bacteriological findings, instructions were issued for the water tanks to be cleansed and cement-washed and refilled with fresh water at this port.

PORT HEALTH REGULATIONS, 1933 & 1945.

During the year 19 cases of infectious diseases were found on vessels arriving at the port ; all of these were members of crews.

The cases were as follows :—Malaria 6, tuberculosis 1, pneumonia 2, rubella 2, scarlet fever 1, dysentery 2, cerebro-spinal meningitis 1, and diphtheria 4, including 1 carrier.

Of the 6 cases of infectious disease occurring on vessels during the voyage but disposed of prior to arrival, 4 were cases of malaria.

No case or suspected case of human plague, cholera, yellow fever or small-pox occurred within the area of the Authority during 1946.

Details of cases of infectious sickness landed from vessels are shown in Table C, page 25, and in Table D, page 26, particulars of cases of infectious sickness occurring on vessels during the voyage but disposed of prior to arrival.

Appendix 2 (pages 51-53) gives a monthly return of the ships boarded by Medical Officers and their ports of origin.

Details of cases of infectious sickness occurring on vessels during the voyage to Hull or Goole will be found in Appendix 4 (pages 55-56).

WEIL'S DISEASE

Seven cases of this disease occurred in Hull during the year. Six of the patients were fish-dock workers, the remaining case occurred in a soldier recently demobilised from Italy.

There were two deaths from the disease, one of them being the above-mentioned soldier. In his case the source of the infection was not traced.

As the *Leptospira ictero-haemorrhagiae*, the causative organism of the disease, is known to be a parasite of rats, especially of the brown rat, *Rattus norvegicus*, the officers of the Port Health Authority inspected the landing stage, at the fish dock, together with the lands adjoining, and found them to be heavily infested with rats.

Infestation appeared to be especially heavy at the west end of the landing stage and in particular in the cafe used by the workers.

Samples of the rat population were obtained by trapping. The great majority of the rats were brown rats, *Rattus norvegicus*, but a few specimens of the "black rat," *Rattus rattus*, were obtained.

Fifteen of the rats trapped, all *Rattus norvegicus*, were examined by the port bacteriologist for the presence of leptospirae.

In two of the fifteen examined, leptospirae, identical in appearance with that of *leptospira icetero-haemorrhagiae*, were discovered in material obtained from the rats' kidneys when such material was examined microscopically under dark-ground illumination.

In one case numerous leptospirae were present, in the other only a few were seen. All the fifteen rats examined post-mortem appeared to be perfectly healthy.

In consequence of these findings, the Port Medical Officer of Health communicated with the L.N.E.R., who own the fish docks, and it was agreed that the Company should employ a full-time rat-catcher on the fish-dock, in an effort to keep the rat population down to the minimum.

As the usual mode of infection of this disease in human beings is from contact with stagnant water contaminated by the urine of infected rats, the Port Medical Officer of Health also communicated with the Hull Fish Merchants' Protection Association Ltd., pointing out the necessity of ensuring that no collections of stagnant water were left overnight.

Both organisations promised to co-operate in every way to ensure that, as far as possible, these precautionary measures would be carried out.

DIPHTHERIA

On the 1st May, 1946, the Faroese fishing vessel "Silver Bell" arrived in Hull from the Faroe Isles Fishing Grounds.

On the 2nd May, one of the crew, J. H., was attended by a private medical practitioner who diagnosed faucial diphtheria and ordered his removal to the City Hospital, Cottingham.

Throat swabs were taken from 14 members of the crew of 19, the remainder being ashore.

The following day it was reported that swabs taken from J. A. and M.A. were positive. They showed no signs of clinical diphtheria, but were removed to the City Hospital, Cottingham, for isolation and observation.

The remaining four members of the crew were swabbed, and one of these, J. J., complained of a sore throat. On examination he was found to have a membranous exudate on the right tonsil, and was removed to the City Hospital, Cottingham, as a case of diphtheria.

On the morning of the 3rd May, the swab of J. J., who had already been removed to hospital, was reported to be positive. The other three swabs were negative and no further cases of sore throat were reported.

The vessel sailed for the Faroes on the morning tide of the 4th May.

It is very probable that J. A. or M. A., or both, was a "carrier" and had caused the outbreak. It was not possible to get a reliable history of previous attacks of diphtheria as the men could not speak English. None of the men showed signs of nasal discharge.

The usual disinfection of the crew's quarters was carried out.

ARRANGEMENTS FOR DEALING WITH DECLARATIONS OF HEALTH

H.M. Customs (Waterguard Service) are kept supplied with Declarations of Health for the use of their boarding officers. These are supplied to Masters on arrival and it is usual for a blank copy to be left with the Master for use on a subsequent voyage. The Boarding Medical Officer also carries a supply of the forms.

When a foreign-going ship arrives in the district from "foreign" the Declaration of Health is collected by the Customs Officer, except where the ship arrives from an area which is regarded as infected by reason of Article 11, or where the "Declaration" is not clean by reason of Article 12, when it is collected by the Boarding Medical Officer.

All Declarations of Health collected by officers of H.M. Customs (Waterguard Service) are forwarded to the office of the Port Health Authority by post.

The arrangements have operated quite smoothly throughout the year. Much of this is due to the courtesy of the Superintendent of H.M. Customs (Waterguard Service), together with the hearty co-operation of all his officers.

BOARDING OF VESSELS ON ARRIVAL

All vessels entering the Ports of Hull and Goole and which have come from any port situated in the list of infected Areas prepared by the Medical Officer in accordance with Article 11 of the Port Sanitary Regulations, 1933, are boarded on arrival by one of the Authority's Medical Officers, unless she has obtained pratique at a British port. The vessels are boarded generally after berthing as this allows of a complete mustering of the crew for medical examination.

Ships from areas other than those included in the Infected Area list are not visited by the Medical Officer unless the Customs Officer on boarding duty reports an unclean Declaration of Health.

Occasionally, the Master of a vessel asks for the attendance of the Medical Officer when there is sickness on board, the nature of which is doubtful; and the Master is uncertain whether or not he should enter the particulars on the Declaration of Health.

NOTIFICATION TO THE AUTHORITY OF INWARD VESSELS REQUIRING SPECIAL ATTENTION (WIRELESS MESSAGES, LAND SIGNAL STATIONS, INFORMATION FROM PILOTS, CUSTOMS OFFICERS, ETC.)

Occasionally wireless messages are received from vessels approaching the Humber, but it is usual for vessels to send a signal to the land station situated at Spurn Point. This information is passed to the owner or agent in Hull, and if there is sickness on board, the Port Health Authority is notified.

When Pilots board ships off Spurn Point, they ask the Master if all on board are well, and, if there are circumstances which appear to them to require the attention of the Medical Officer, they notify the Customs Officer. The information is then passed to the Port Health Inspector on duty, who makes arrangements for the vessel to be boarded by the Medical Officer.

If there has been sickness during the voyage, the Pilot remains on board until the vessel is free from control.

Officers of H.M. Customs (Waterguard Service) supply the Inspector on duty with news of the movement of vessels from infected areas, and it is upon this information that the Inspector makes arrangements for the attendance of the Medical Officer.

The Customs Officer only notifies the Port Health Inspector about vessels from non-infected areas when the Declaration of Health is not clean or where there is sickness on board the nature of which is doubtful.

MOORING STATIONS DESIGNATED UNDER ARTICLE 10 :

(a) WITHIN THE DOCKS : (b) OUTSIDE THE DOCKS

The Quarantine Station at No. 7 Buoy in the River Humber has been retained as the outside Mooring Station for both Hull and Goole, and although it is some seven miles down the river from the Hull Docks, it is the nearest convenient point at which such a station can be placed.

Inside Mooring Stations.—Four inside mooring stations have been established in the Hull Docks at which “infected” or “suspected” ships can be dealt with as occasion arises. They are as follows :—

1. King George Dock. The berth known as the “Dry Dock End Overside Berth.”
2. Alexandra Dock. The Buoys.
3. Victoria Dock. The berth between the end of the coal conveyors and the dolphins.
4. Wm. Wright Dock. The berth immediately off the Bull Nose at the entrance to the Graving Dock.

At Goole the situation of the Inside Mooring Station has been chosen on the south side of the Barge Dock and is known as the Western Berth Barge Dock.

Besides the above official stations, provision has been made for any place of mooring, loading or discharge to be regarded as a mooring station when necessary.

PARTICULARS OF ANY STANDING EXEMPTIONS FROM THE PROVISIONS OF ARTICLE 14

For the purpose of Article 14 (1) standing exemption has been granted in respect of all infectious diseases with the exception of Cholera, Plague, Yellow Fever, Small-pox and Typhus, and also in respect of vessels from Infected Areas presenting, upon arrival a clean Declaration of Health.

EXPERIENCE OF WORKING OF ARTICLE 16

In order to conform to the requirements of the above article in the Port Sanitary Regulations, 1933, instructions have been printed on page 4 of the Declaration of Health under the heading "Instructions to Masters," that no person must leave or board the vessel, with the exception of Pilots, H.M. Customs Officers, H.M. Immigration Officers and Officers of the Port Health Authority, until she has been cleared by the Medical Officer. During the past year some difficulty has been experienced in carrying out the provisions of this Article. Most shipowners or their agents have courteously co-operated with us in fulfilling the obligations of the Regulations. It has been noticed, however, that on occasions the Regulations have been disregarded and unauthorized persons have boarded the vessels before the granting of pratique.

When a ship arrives in the port with dangerous infectious disease on board or has come from an Infected Area, the Master is required to deliver to the Medical Officer a list containing the names and addresses of all persons on board. In the case of a ship where the crew is not "paying off" this requirement is not enforced. These lists are filed at the Office of the Authority for a period of six weeks and then destroyed.

Should there be dangerous infectious disease on any ship entering the port, "Business Reply Cards" are issued to passengers and crew (if paying off) so that they may notify the Authority of any change of address.

WHAT, IF ANY, ARRANGEMENTS HAVE BEEN MADE FOR :—

(a) **Premises and waiting rooms for medical examination.**—The examination of passengers and members of ships' crews is generally carried out on board the vessel ; should it become necessary to investigate the circumstances more closely than is possible on board, good facilities for the purpose exist at the Corporation Disinfecting Station.

(b) **Cleansing and disinfection of ships, persons and clothing and other articles.**—When it so happens that a case of infectious disease has been taken from a ship in the Port Health District, one of the Authority's Inspectors proceeds to the ship and thoroughly disinfects the quarters. Where the disease is transmissible by vermin the quarters are thoroughly dealt with by using hydrogen cyanide in high concentration, *i.e.*, 10 ozs. per 1,000 cubic feet, as a fumigant.

When the ship's water comes under suspicion, samples are chemically analysed and bacteriologically examined, and if these prove unsatisfactory the Master is required to empty, cleanse and cement-wash the tanks before taking in a fresh supply. In certain circumstances, the bilge and other waste water might require disinfection ; crude carbolic acid would then be employed, prior to pumping out.

When it becomes necessary to cleanse persons from ships, opportunity is taken of the excellent facilities which obtain at the Corporation Disinfecting Station for giving disinfectant baths and also for delousing verminous persons. At the same station there is modern equipment for the sterilisation of clothing and other articles.

(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations.—Situating at the Corporation Disinfecting Station are two large cottages, one for females and one for males. These are always kept in readiness for the reception of infected persons or those whom it is desirable to keep under observation for a few days. Each cottage is equipped with a large sleeping room with bath-room and water-closet attached. Dining rooms are also available at the station.

(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Small-pox and other Infectious Diseases.—The Authority maintains 25 beds at the City Isolation Hospital, Cottingham, and 6 at the Isolation Hospital, Goole, where cases of Plague, Cholera, Yellow Fever, Small-pox or any infectious disease requiring isolation can be treated.

(e) Ambulance Transport.—Four ambulances for the removal of patients and two vans for bedding, &c., are maintained at the Corporation Disinfecting Station. The services of these vehicles are available at any time of the day or night by telephoning to the Superintendent who is in residence at the station.

(f) Supervision of Contacts.—In the event of a ship arriving in the port with dangerous infectious disease on board requiring the contacts to be placed under strict observation, such contacts are removed to the cottages at the Corporation Disinfecting Station where they are medically examined daily for the requisite period. Where surveillance only is necessary, names and addresses are taken, and the Medical Officers of the districts to which the contacts are proceeding are notified of the circumstances. "Business Reply Cards" are issued when required so that any change of address may be notified to this office.

ARRANGEMENTS FOR THE BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RATS FOR PLAGUE

The Authority's laboratory was destroyed by enemy action in May, 1941, and since that time the work has been carried out at the City Laboratories by the Assistant Port Medical Officers of Health.

All rats trapped or found dead by the Rodent Searchers are to the laboratory, where they are examined externally and a brought proportion is submitted to dissection so that any abnormality of the glands may be noted. Smears are then taken from the spleen and from any suspicious glands, for the detection of the presence of organisms.

The Rat Catchers of the London and North Eastern Railway Company bring in samples of their catches from time to time. These are all submitted to examination. This work is carried out under the supervision of the Deputy Port Medical Officer of Health.

ARRANGEMENTS FOR OTHER BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATIONS

The only other bacteriological work carried out by the Authority is connected with food and water examinations. As a routine measure, water samples are taken from ships' tanks by the Health Inspectors at frequent periods. The water is examined by an Assistant Medical Officer, for the presence of organisms of the Coli-aerogenes group. At the same time another sample is submitted to the Port Analyst for chemical examination. If the water, as a result of either or both of these examinations, is unsatisfactory, orders are issued to the master of the vessel concerned to pump out, cleanse and cement-wash the tanks before taking in a fresh supply.

Besides the routine examination of water samples, specimens are taken from ships where there is or has been on board sickness which could be water-borne.

INFORMATION AS TO THE LOCATION, DAYS AND HOURS OF THE AVAILABLE FACILITIES FOR THE DIAGNOSIS AND TREATMENT OF VENEREAL DISEASE AMONG MERCHANT SEAMEN UNDER INTERNATIONAL ARRANGEMENTS, INCLUDING IN-PATIENT TREATMENT ; ALSO AS TO THE STEPS TAKEN TO MAKE THESE FACILITIES KNOWN TO SEAMEN

Enquiries are made on all ships entering the port, either by the Medical Officer or an Inspector of the Authority, into the occurrence of Venereal Disease on board. Ratings suffering from this disease are strongly urged to attend the Corporation Venereal Diseases

Clinic in Mill Street for proper treatment, and for advice as to where such treatment can be obtained in foreign countries. Cards setting forth the dangers of neglect of treatment, and giving the address of the Clinic in English, French, Spanish and several other languages are issued to the persons concerned.

In-patients are treated at the Hull Corporation Hospital, Beverley Road, Hull.

The hours of attendance for out-patients at the Mill Street Clinic, Hull, are as follows :—

Monday :—

11-30 a.m. to 12-30 p.m.
5-0 p.m. to 7-0 p.m.

Tuesday :—

11-30 a.m. to 12-30 p.m.

Wednesday :—

5-0 p.m. to 7-0 p.m.

Thursday :—

11-30 a.m. to 12-30 p.m.

Friday :—

11-30 a.m. to 12-30 p.m.
5-0 p.m. to 7-0 p.m.

Saturday :—

11-30 a.m. to 12-30 p.m.

Patients can attend for irrigation every week-day between the hours of 8-0 a.m. and 8-0 p.m.

All seamen who are suffering from a fresh infection are given a Seaman's Card, Form V., or "International Carnet" at the Clinic in which the medical officer enters pathological reports, details of treatment, &c., so that when the patient presents the card at another clinic he may have the treatment continued. When a seaman is leaving the Clinic and treatment has not been concluded, he is told where he may obtain advice at his next port of call.

A clinic is held at the Bartholomew Hospital, Goole, for the treatment of these diseases.

During the year, 395 seamen were treated for Venereal Disease at the Mill Street Clinic, Hull.

ARRANGEMENTS FOR THE INTERMENT OF DEAD

In cases where death has occurred from any of the five major diseases, *i.e.*, Plague, Cholera, Yellow Fever, Typhus and Small-pox, the Authority is strongly in favour of cremation and would press for this method of disposal. In Hull there is a well-equipped crematorium for this purpose.

OTHER MATTERS, IF ANY, REQUIRING OR RECEIVING ATTENTION

Pilots, Masters, Officers of H.M. Customs Waterguard, Ship-owners and Agents have all helped the Officers of the Authority in the fulfilment of their duties under the 1933 and 1945 Regulations.

TABLE C

Cases of Sickness landed from Vessels

Disease	No. of Cases during the Year		No. of vessels concerned	Average No. of Cases for previous 5 years
	Passengers	Crew		
Malaria	—	6	6	17.4
Diphtheria	—	4*	1	1.4
Dysentery	—	2	2	1.4
Rubella	—	2	2	1.4
Pneumonia	—	2	2	1.2
Scarlet Fever ..	—	1	1	.8
Cerebro-spinal Meningitis ..	—	1	1	.4
Measles	—	—	—	.8
Pulmonary Tuberculosis	—	1	1	.6
Chicken-pox ..	—	—	—	1.0

* Including 1 carrier.

TABLE D

Cases of Infectious Sickness occurring on vessels during the voyage but disposed of prior to arrival

Disease	No. of Cases during the Year		No. of vessels concerned	Average No. of Cases for Previous 5 Years
	Passengers	Crew		
Malaria	—	4	4	68.8
Diphtheria	—	2	1	.4
Pulmonary Tuber- culosis	—	1	1	.4
Pneumonia	—	—	—	.2
Small-pox	—	—	—	.8
Chicken-pox	—	—	—	1.0
Typhoid Fever ..	—	—	—	.6

MEASURES AGAINST RODENTS

STEPS TAKEN FOR DETENTION OF RODENT PLAGUE

(a) On Ships in the Port

The Authority's Rodent Searchers are constantly trapping on board vessels from Infected Areas and on all other ships where there is evidence of a rat population. Foremen stevedores assist the officers of the Authority by informing them of the presence of any dead rats discovered while cargoes are being discharged.

All rats trapped or found dead on board are brought to the laboratory, where a proportion of those trapped and all found dead are examined for the presence of disease.

Table E (page 35) shows that the total number of rats destroyed by fumigation and by the Authority's Rodent Searchers was 2,486. Of the total number of rats caught on ships, 160 were examined bacteriologically by an Assistant Medical Officer. None showed evidence of Plague.

During the year the Rodent Searchers laid traps on board 137 ships.

(b) On quays, wharves, warehouses, &c., in the vicinity of the Port.

Although the jurisdiction of the Authority does not extend to the neighbouring quays, wharves, warehouses, etc., the rat catchers of the London & North Eastern Railway Co., from time to time submit rats which have been caught in their warehouses for bacteriological examination. These are examined and smears are taken from the spleens of all specimens submitted.

Table F (page 35) gives particulars of the rats caught month by month, and the figures, supplied by the London & North Eastern Railway Co., show that 1,697 rats were known to be destroyed on quays, wharves and warehouses on the dock estates. Of this number, 37 were submitted to bacteriological examination; none of which showed evidence of Plague.

**MEASURES TAKEN TO PREVENT THE PASSAGE OF RATS
BETWEEN SHIPS AND THE SHORE**

All ships from "Infected Ports" are required to place efficient rat guards on all mooring ropes to prevent the passage of rats between ships and the shore. The Port Health Inspectors pay daily visits to ships to see that this order is carried out.

In all cases where a Deratisation Certification or a Deratisation Exemption Certificate is issued as this Port, Masters are strongly advised to pursue the under-mentioned rat precautionary measures during the whole time the vessel is at this Port, and also at subsequent ports of call.

The precautions recommended are :—

(a) All mooring ropes from ship to shore should be furnished with approved protective discs and to be kept in position throughout the period that the vessel is being discharged or loaded.

(Instead of the use of discs, all ropes and hawsers may be kept covered with fresh tar for a space of three feet adjoining, but not touching the quay. The tar to be kept moist and freshly applied night and morning.)

(b) The vessel should be kept at least three feet from the side of the wharf throughout the whole period that the vessel is in dock.

(c) Gangways should be limewashed top and bottom and well lighted at night.

(d) Gangways used for the discharge of cargo should be removed when the vessel is not working.

METHODS OF DERATISATION

Ships.—The three methods of rat destruction used at this Port are (1) Fumigation by Sulphur Dioxide, (2) Fumigation by Hydrogen Cyanide and (3) Trapping. Poisoning is not used as a means of deratisation.

Particulars of the work undertaken during the year are shown in Tables G and H (pages 36-37).

(1) *Fumigation by Sulphur Dioxide.*—During the year 5 vessels were fumigated by this method, resulting in the destruction of 54 rats, equal to 10·8 rats per ship. In 1945, 4 ships were similarly dealt with; 59 rats or 14·7 per ship being killed. The fumigations were undertaken by local firms under the supervision of the Inspectors. Where possible the work was done overnight.

The sulphur dioxide was generated by burning sulphur in shallow iron pans, raised on iron legs six inches above the deck. To ensure efficient combustion and the best possible diffusion of gas, the sulphur was distributed in seven pound lots to each container.

(2) *Fumigation by Hydrogen Cyanide.*—During the year 88 ships were fumigated by this method and 1,483 dead rats were found, or 16·8 per ship. Sixty-nine of these ships were fumigated by liquified HCN, five by Zyklon and fourteen by “cyanosorb.”

In 1945, 3,219 dead rats were recovered from 125 ships after fumigation with hydrogen cyanide, which gives an average of 25·7 rats per ship.

The work was carried out by private firms under the supervision of your Inspectors.

(3) *Trapping*.—The total number of rats trapped by the Authority's Rodent Searchers was 949, the average number on the 71 ships on which rats were trapped was 13·3 rats per ship, or 6·9 per ship on the 137 ships on which traps were set.

The figures for 1945 were : traps set on 288 ships, and the total number of rats trapped was 1,548. The average on the 288 ships on which traps were set was 5·3 rats per ship.

The average number of rats caught on vessels on which traps were set over a five-yearly period, which include all vessels from the plague infected areas, were : 1946, 6·9 ; 1945, 5·3 ; 1944, 7·7 ; 1943, 7·5 ; 1942, 6·8.

POST BAITING FOLLOWING THE FUMIGATION OF SHIPS

At the request of the Association of Sea and Air Port Health Authorities a post baiting survey, extending over a period of three months, was carried out on ships fumigated in the port. Thirteen ships were dealt with and the appended table summarises the results.

It will be observed that on four ships there were "Takes," indicating that a rat population residue existed following fumigation. No dead rats were recovered subsequently. It might be that the baits concerned were removed by means other than rats, but on the other hand, assuming that rats were responsible, it would appear that :—

(a) A single fumigation by the methods used does not guarantee complete eradication of the rat population.

(b) The use of poison bait cannot be regarded as a satisfactory method of rat destruction on ships. It must be assumed that the rats which partook of the baits would die in some inaccessible spot and in time would create a serious nuisance.

Despite the results of this investigation, hydrogen cyanide still remains supreme as a fumigant for the deratisation of ships.

Ship	Date of fumigation	Fumigant used	Length of Exposure	Period following fumigation when post baiting was carried out	Number of post baits set	Number of post baits taken	Number of rats found dead following post baiting
S.S. " Empire Concession "	16/3/46	Liquified Hydrogen Cyanide	2 hours	19/3/46 to 22/3/46	40	3	None
S.S. " Levenpool "	22/3/46	Cyanosorb (HCN)	2 hours	23/3/46	8	None	None
S.S. " Macclesfield "	23/3/46	Liquified Hydrogen Cyanide	2 hours	25/3/46 to 27/3/46	24	None	None
S.S. " Nelkon "	7/4/46	Liquified Hydrogen Cyanide	2 hours	8/4/46 to 10/4/46	27	5	None
S.S. " Boltonhall "	20/4/46	Liquified Hydrogen Cyanide	2 hours	24/4/46 to 27/4/46	46	6	None
S.S. " Empire Chamois "	21/4/46	Sulphur Dioxide	8 hours	24/4/46 to 26/4/46	30	None	None
M.V. " Oksywie "	4/5/46	Liquified Hydrogen Cyanide	2 hours	6/5/46 to 9/5/46	32	None	None

Ship	Date of fumigation	Fumigant used	Exposure Length of	Period following fumigation when post baiting was carried out	Number of post baits set	Number of post baits taken	Number of rats found dead following post baiting
S.S. " Empire Treasure "	11/5/46	Cyanosorb (HCN)	2 hours	13/5/46 to 16/5/46	48	None	None
S.S. " Middlesex Trader "	19/5/46	Cyanosorb (HCN)	4 hours	20/5/46 to 22/5/46	30	None	None
S.S. " Baron Yarborough "	26/5/46	Liquified Hydrogen Cyanide	2 hours	27/5/46 to 30/5/46	32	None	None
S.S. " Fort Coulange " ..	31/5/46	Cyanosorb (HCN)	2 hours	1/6/46 to 3/6/46	24	None	None
S.S. " Benalder " ..	4/6/46	Cyanosorb (HCN)	2 hours	5/6/46 to 12/6/46	34	6	None
S.S. " Accrington " ..	16/6/46	Liquified Hydrogen Cyanide	15 hours	17/6/46 to 20/6/46	32	None	None

Premises in the Vicinity of Docks and Quays.—Trapping and poisoning are the only methods used. One thousand, six hundred and ninety-seven rats were destroyed by the rat catchers employed by the London and North Eastern Railway Co.

MEASURES TAKEN FOR THE DETECTION OF RAT PREVALENCE IN SHIPS AND ON SHORE

The Authority's Rodent Searchers board all vessels from "Infected Areas" and form an estimate of the rat prevalence from a search of the ship for excreta, runs, gnawing, nests, damage to cargo, or any other evidence of the presence of rats. Where evidence of recent rat infestation is found traps are set to confirm the findings. Any other vessel is fully examined by the Rodent Searchers where, from information supplied by the crew, foremen stevedores, or the Port Health Inspectors, the rat population is suspected to be large.

The Inspectors also pay daily visits to all ships from "Infected Areas," and in the normal course of their duties ascertain if there are any dead rats or an unduly large rat population on board.

Where the Master is not in possession of a valid certificate and all cargo is discharged at this port and there is evidence of marked infestation, fumigation is required.

Rat Catchers are employed by the London and North Eastern Railway Co., and information as to the rat population on wharves and in warehouses is received from this source. An arrangement is now in force with this Company to supply a monthly return of the rats destroyed. In some of the docks the foreman of the warehouse is made responsible to the Dock Superintendent for rat destruction in his own particular warehouse, and is encouraged to set traps and report any undue prevalence.

The Port Health Regulations, 1933, as amended by the 1945 regulations, came into force on the 1st May, 1933, and the 10th October, 1945, respectively, and fulfil the requirements of Article 28 of the International Sanitary Convention of Paris, 1926, and subsequent conventions. Briefly the purpose of these regulations is to require all ships except those employed in national coastwise trade, to be in possession of a certificate showing either that fumigation, trapping or other methods of destroying rodents have been carried out under proper supervision, or that after inspection it was found that owing to the absence of or the small number of rats on board, no measures against rats were necessary. The former certificate is known as a Deratisation Certificate, the latter as a Deratisation Exemption Certificate. The certificate must be renewed every six months, but if a ship is proceeding to her home port its validity is extended to seven months.

Article 4 of the Port Health Amendment Regulations, 1945, provides that Article 19 of the principal regulations shall apply to a vessel whose voyage started from a foreign port and which having no valid deratisation or deratisation exemption certificate arrives at an "approved" port in England and Wales after calling at a port in some other part of the British Isles.

During 1946, 417 certificates were issued as follows :—

	Deratisation Certificates	Deratisation Exemption Certificates
1. Hull	93	247
2. Goole	2	75

Little difficulty has been experienced during the year in carrying out the regulations, which were designed to secure uniformity of practice in all ports throughout the world. It will be observed that of 417 ships dealt with at Hull and Goole for such certificates 77·2 per cent. obtained exemption certificates and thus avoided the expense of fumigation.

RAT-PROOFING

(a) To what extent are docks, wharves, warehouses, &c., rat-proof?

The Hull Docks and Warehouses are :—

Name of Dock	Year Opened	Area in Acres	Number of Warehouses
Humber	1809	7 $\frac{1}{4}$	2
Prince's	1829	6	2
Railway	1846	2 $\frac{3}{4}$	4
Victoria (and Basins)	1850	24	7
Albert	1869	24 $\frac{1}{2}$	10
William Wright	1880	5 $\frac{3}{4}$	2
St. Andrew's (and Extension) ..	1883	19	—
Timber Ponds, Nos. 1 and 2 and No. 2 Extension	1883	39 $\frac{3}{4}$	—
Alexandra (and Extension) ..	1885	53 $\frac{1}{2}$	12
King George	1914	53	6 and grain silo.
Saltend Oil Jetty, No. 1. ..	1914	—	—
„ „ „ No. 2 ..	1928	—	—

The King George Dock, with its warehouses and grain silo, can be considered rat-proof according to modern requirements. The warehouses and silo are concrete structures, with raised concrete loading platforms and designed on most up-to-date lines to prevent ingress of rodents.

The London and North Eastern Railway Co. is aware of the principles involved in the rat-proofing of warehouses which is evident in buildings of recent construction and in certain of the older premises.

The position with regard to rat infestation and rat-proofing is constantly under review.

(b) Action taken to extend rat-proofing

(1) *In ships*.—All ships are visited by an Inspector, and where there is evidence of gnawing in storerooms or food-lockers, instructions are given for their repair in order to render them as rat-proof as possible.

Ships built in American yards incorporate rat-proofing principles in their construction, and it would be to the advantage of British built vessels if they were similarly designed.

(2) *On shore*.—During the year under review there has been no occasion to complain of the scavenging of the Dock Estates, which, from almost daily observation, appears to be carried out in a fairly satisfactory manner.

The following statement gives the number of rats destroyed on ships and in docks, quays, wharves and warehouses during each of the past 10 years :—

1946	..	..	..	..	4,183
1945	..	..	..	..	4,850*
1944	..	..	..	..	6,532*
1943	..	..	..	..	4,959*
1942	..	..	..	..	4,400*
1941	..	..	..	..	4,470
1940	..	..	..	..	3,622
1939	..	..	..	..	4,470
1938	..	..	..	..	4,098
1937	..	..	..	..	6,273

* Returns were not available from the L. & N. E. R. for these years

TABLE E
Rats destroyed during the year
(1) On Vessels

[illegible]

TABLE F
(2) In Docks, Quays, Wharves and Warehouses

[illegible]

TABLE G
Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague infected Ports
arriving in the Port of Hull during the year

Total Number of such Vessels arriving	Number of such Vessels fumigated by S.O.2.	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, &c., were employed	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
130	—	—	†31	480	81	658	39

† On 21 of these vessels trapping was carried out.

TABLE H
Deratisation Certificates and Deratisation Exemption Certificates issued during the year

Net Tonnage	No. of Ships	No. of Deratisation Certificates issued					*No. of Deratisation Exemption Certificates issued	Total Certificates issued
		After fumigation with			After Trapping, Poisoning, &c.	Total		
		†H.C.N.	Sulphur	H.C.N. & Sulphur				
Ships up to 300 tons	123	3	1	—	—	4	119	123
“ from 301 tons to 1,000 tons ..	118	20	1	—	—	21	97	118
“ from 1,001 tons to 3,000 tons ..	65	27	1	—	—	30	35	65
“ from 3,001 tons to 10,000 tons..	111	38	2	—	2	40	71	111
“ over 10,000 tons	—	—	—	—	—	—	—	—
TOTALS	417	88	5	—	2	95	322	417

* Included in the numbers under this heading are 75 Exemption Certificates and 2 Deratisation Certificates which were issued after inspection of ships at Goole.

† 69 vessels were fumigated by liquified hydrogen cyanide, 5 by Zyklon and 14 by “Cyanosorb.”

SHIP SANITATION

During the year 4,310 ships were boarded by the Inspectors for the purpose of ascertaining their condition with regard to (a) Defects of original construction ; (b) Structural defects through wear and tear, and (c) Dirt, vermin and other conditions prejudicial to health. The appendix on pages 57-61 shows the details of these inspections.

(a) Defects of Original Construction

The principal defects under this heading concern inadequate ventilation of crews' quarters, water closets, wash-places and inadequate and total absence of water supply to W.C.'s. Many of these defects were due to structural alterations when ships were converted to suit war conditions. In many instances these defects were remedied when the vessels reverted to peace-time employment.

It is interesting to note that in this group, which includes defects arising as a result of structural alterations, 363 defects were found on British ships, of which 137 were remedied, or 37·7% as against 402 defects found on Foreign ships, of which 21 were remedied, or 5·2%.

Port Health Authorities have no legal powers to enforce remedial action with regard to defects in this category, and the routine procedure in all cases is to notify the Ministry of Transport, who can take legal action where necessary.

(b) Structural defects through Wear and Tear

So far as British vessels are concerned, 90% of the defects found were remedied as compared with 44% on Foreign ships.

The Authority's officers were instrumental in having 469 defects in this category remedied out of a total of 531 defects found. Where repairs were not effected, notification of the circumstances was forwarded to the next port of call.

It should be noted that by far the larger proportion of defects in this category come under the heading of " Defective W.C.'s and fittings," and principally concern British ships.

The remainder of the items under this heading do not call for any particular comment.

(c) Dirt, vermin and other conditions prejudicial to health

This category can be divided into two main groups, namely, crews' quarters with (a) dirty conditions, and (b) verminous conditions, which account for most of the nuisances under this heading. So far as British vessels are concerned, out of a total of 2,332 nuisances, group (a) comprises 657 and group (b) 1,659. The figures for Foreign vessels are : total nuisances 126, group (a) 30 and group (b) 89.

To provide an accurate picture of the dirty condition of crews' quarters, group (a) should be sub-divided into ships that have actually "paid off" and ships that are still in commission, because it is a well known fact that at the majority of ports, crews, when "paying off," in many cases, leave their quarters in a dirty or untidy condition. It is to be hoped that by suitable propaganda and demonstration, crews will realise that it is in their own interest to leave their quarters, when "paying off," in a clean and tidy condition.

So far as verminous conditions are concerned, the majority of cases are remedied prior to the ship leaving port. It is very difficult for a ship which is only partially discharging cargo, and staying a short time in port, to undergo a thorough fumigation with hydrogen cyanide, which operation, in our view, is still the most efficacious method for dealing with this problem. However, with the advent of D.D.T. and its incorporation in numerous insecticide solutions and powders, it is now possible to exercise a greater control over these conditions.

There is a marked decrease in the number of ships arriving in the port in a verminous condition as compared with the war years. This is explained by the fact that voyages are shorter and more time is now available for the crew to look after the general hygienic conditions of the ship.

There is undoubtedly a correlation between the inherent cleanliness of the crew, the practical interest shown by them in their quarters, and the verminous conditions which often exist in the crew's accommodation. It is to be hoped, therefore, that when ships' personnel fully appreciate this correlation of personal cleanliness with the comfort and amenities of their quarters, nuisances in this category will largely disappear.

It is pleasing to note that new ships built during the war and since in both British and American yards, comply in general, with the standards laid down by the Ministry of Transport in 1937, in their instructions to surveyors. This is a great step forward, incorporating as it does the abolition of the fore-castle, the prohibition of the construction of accommodation forward, the provision of such amenities as separate messrooms, food, clothes and oilskin lockers, separate wash-places with hot and cold water, drying rooms, hospital accommodation, the provision of recreation cabins or space, etc.

It would be advantageous if these excellent "Instructions to Surveyors" could be made applicable to ships constructed prior to 1936, instead of limiting their application to vessels built subsequent to that year.

On 19th March, the firemen's quarters of the s.s. "Hildur" were fumigated with liquified hydrogen cyanide for the destruction of vermin. The operation was carried out under the supervision of an Officer of the Authority. A certificate (on a special form) was issued on the completion of the operation.

HYGIENE OF CREWS' SPACES

TABLE J

Classification of Nuisances

Nationality of Vessels	Number inspected during 1946	Defects of original construction.	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
British.	3,586	363*	510	2,332
Foreign	1,007	402*	21	126

* 170 defects on British ships and 84 defects on those of other nations arose as a result of structural alterations.

Parrots (Prohibition of Import) Regulations, 1930

In accordance with the above regulations, 22 parrots, 7 budgerigars and 6 love-birds were dealt with during the year.

The effect of these regulations is to prevent the importation of parrots into this country, except in certain exceptional cases.

Three parrots, the property of members of the crew of the s.s. "Hildur" were destroyed on board the vessel in the port.

Smoke Nuisances

Vessels lying in the docks have been watched and, where necessary, those in charge of fires on board have been cautioned and requested to be careful when firing up, so as to avoid creating a nuisance by the emission of black smoke.

Disinfection of Cargo Conveyers (Canadian Regulations).

During the year no lighters or railway vans were disinfected under the supervision of the Authority.

CERTIFICATES OF HEALTH

During the year 1 certificate in respect of the health of the port was issued to a shipping company in Hull.

Examination of Samples of Denatured Linseed Oil

Two certificates were issued to a local firm to the effect that consignments of Genuine Double Boiled Denatured Linseed Oil for export were unfit for human consumption. The material was to be used in the manufacture of paint.

A sample of the mixture was examined by the Port Analyst, who reported as follows :—

“One sample of denatured boiled linseed oil intended for export for non-edible purposes was found to contain lead and cobalt compounds and was, therefore, unfit for human consumption and the necessary certificate could be granted.”

Expenditure

The total expenditure of the Port Health Authority for the year ended 31st March, 1947, was £8,786 ; £50 of this was incurred in connection with the inspection of aliens. The expenditure was met as follows :—

	£
Government Grant	3,186
West Riding of Yorks. County Council ..	83
Borough of Goole	863
City of Hull	3,785
Other income	869
	<hr/>
	£8,786
	<hr/>

Canal Boats

Canal Boats inspected	657
Additional Inspections made to ascertain if notices served and verbal cautions given had been complied with	97
	<hr/>
Total number of Inspections ..	754
	<hr/>

The 754 canal boats inspected during the year are registered to accommodate 2,910 adult persons and 1,049 children, whilst 1,261 adults (1,244 males and 17 females) and 3 children were found to be occupying them.

One child of school age was noted and the Local Education Officer was informed accordingly.

Contraventions

Number of Canal Boats with contraventions	119
Number of contraventions	179
Number of contraventions remedied	74

In all cases where notices or letters have been addressed to the owners of the boats contravening the provisions of the Public Health Act, 1936, the Masters of the craft have also been cautioned verbally.

Registration Particulars

Total number of Canal Boats on the register on 31st December, 1945	1,002
Total number of Canal Boats registered during 1946 ..	31
	<hr/>
	1,033
Registrations cancelled during the year	1
	<hr/>
Total number of Canal Boats on the register on 31st December, 1946	1,032
	<hr/>
Particulars of Boats registered during 1946 :—	
Boats not previously registered	12
Boats previously registered with other Authorities ..	2
Boats on which structural alterations had taken place	17
	<hr/>
	31
	<hr/>
Copy Certificates issued in consequence of :—	
Certificates lost	48
	<hr/>
	48
	<hr/>
Certificates endorsed in consequence of :—	
Change of ownership	53
Alteration of owner's address	8
	<hr/>
	61
	<hr/>

Number of Boats believed to be in use or available .. 1,032

This total Includes :—

Steam propelled boats	.. .. .	22
Motor propelled boats	.. .. .	124

Infectious Diseases

No notifications were received from Medical Practitioners of any case of Infectious Disease having occurred on any boat in the district during the year.

Legal Proceedings

It has not been found necessary during the year to institute legal proceedings.

FOOD INSPECTION

Report of the Chief Food Inspector

Public Health (Imported Food) Regulations, 1937

Visits :—

Docks	.. .. .	646
Number of steamers of which cargoes were inspected	..	228
Packages landed therefrom	.. .. .	2,447,110
Number of detention notes issued by H.M. Customs	..	47

PARTICULARS OF "PROHIBITED" MEAT DISCOVERED.

N I L

PARTICULARS OF "MEAT PRODUCTS—SECOND SCHEDULE"

Where from	Description	Quantity
Australia	Lamb	13,310 carcasses
"	Mutton	15,933 "
"	Pork	5,840 "
"	Boneless Beef	24,837 packages
"	Frozen Sundries	811 "
"	Dripping	15 "
"	Casings	41 "
"	Beef Stearine	302 "
"	Tallow	1,600 "
"	Canned Meats	104,898 "
"	Ox Tongues	586 "
"	Meat Extracts	303 "

Where from	Description			Quantity	
Copenhagen	Maws	..	..	148	„
„	Bacon	..	..	56,235	„
„	Chitterlings	..	..	450	„
„	Casings	..	..	20	„
„	Pigs Feet	..	..	19	„
„	Gammons	..	..	57	„
„	Hocks	..	..	34	„
„	Smoked Sausages	..	..	67	„
Montreal	Bacon	..	..	2,477	„
New York	Canned Meat	..	..	27,908	„
„	Lard	..	..	26,276	„
„	Hams	..	..	933	„
„	Bellies	..	..	310	„
„	Bacon	..	..	1,347	„
„	Casings	..	..	6	„
New Zealand	Lamb	..	..	313,035 carcasses	
„	Mutton & Tegs	..	..	101,560	„
„	Pork	..	..	71,487	„
„	Beef (Boneless)	..	..	46,877	„
„	Beef Cuts	..	..	16,875	„
„	Sundries	..	..	24,981	„
„	Offal	..	..	3,026	„
„	Boned Mutton	..	..	862	„
„	Bones	..	..	100	„
„	Frozen Calves' Tongues	..	..	187	„
„	Frozen Lamb Tongues	..	..	1,968 packages	
„	Frozen Glands	..	..	40	„
„	Casings	..	..	55	„
„	Bacon	..	..	3,424	„
„	Rabbits	..	..	14,768	„
„	Hares	..	..	209	„
„	Tallow	..	..	1,750	„
„	Canned Meats	..	..	63,573	„
Odense	Bacon	..	..	917	„
„	Chitterlings	..	..	280	„
Port Said	Canned Meat	..	..	100,434	„
„	Ham	..	..	1	„
St. John	Beef (Boneless)	..	..	22,981	„
„	Ox Tails	..	..	193	„
„	Pork Livers	..	..	6,862	„
„	Pork Kidneys	..	..	1,402	„
„	Offal	..	..	260	„
„	Mutton	..	..	416 carcasses	
„	Lamb	..	..	3,250	„

	Whare from	Description	Quantity
Aalborg	Bacon	.. ..	4,678 packages
Iceland	Lambs	.. ..	22,955 carcasses
„	Lamb Fries	.. ..	45 packages
„	Lamb Livers	.. ..	83 „

OTHER FOOD INSPECTED

Description	Quantity
Butter	50,753 packages
Eggs	30,498 „
Cheese	14,830 „
Biscuits	3,233 lbs.
Pemmican	2,772 „
Oats	1,277 „
Oatmeal	1,099 „
Rice	746 „
Prunes	1,575 „
Dried Fruits	2,415 „
Meat	18,046 „
Sausage	250 „
Salt	1,445 „
Chocolate Powder	7 „
Chocolate	357 „
Bacon	1,148 „
Macaroni	168 „
Raisins	1,635 „
Curry Powder	6 „
Needles	47 „
Potato Crisps	60 „
Margarine	252 „
Yeast	19 „
Mushrooms	152 „
Vermicelli	207 „
Liquid Egg	336 „
Currants	82 „
Sultanas	917 „
Fish	98 „
Orange Peel	26 „
Figs	14 „
Coffee	77 „
Custard Powder	50 „
Cocoa	98 „
Soup Powder	155 „
Shredded Wheat	72 „
Arrowroot	6 „

Description	Quantity
Curry Powder	4 lbs.
Mixed Pickles	22 gallons
Piccalilli	5 „
Pickled Cabbage	1 „
Apple Rings	27,000 packages
Melons	167 lbs.
Radishes	1,722 „
Figs	14 „
Spaghetti	50 „
Dehydrated Potatoes	28 „
Tinned Goods	73,630 tins

FOODSTUFFS FOUND TO BE UNFIT

Description	Quantity
Bacon	1,148 lbs.
Meat	13,840 „
Yeast	53 „
Raisins	240 „
Rice	112 „
Coffee	37 „
Cocoa	126 „
Prunes	105 „
Biscuits	2,128 „
Sausages	250 „
Chocolate	158 „
Shredded Wheat	2 „
Dried Fruit	18 „
Fish	98 „
Radishes	1,722 „
Melons	168 „
Mushrooms	152 „
Peaches	13 packages
Kaki Fruit	794 „
Grapes	2 „
Chestnuts	29 „
Celery	120 „
Fennel	22 „
Piccalilli	1 gallon
Pickled Cabbage	1 „
Sultanas	1 package
Eggs	6 packages
Nutty Crunch Bars	94 „
Tinned Goods	2,060 tins

SUMMARY OF WEIGHTS OF UNSOUND FOODSTUFFS

Description					Weight			
					Tons	Cwts.	Qrs.	Lbs.
Fruit and Vegetables	..	..	..	..	5	0	3	18
Meat	..	..	..	..	6	5	3	6
Tinned Goods	..	..	..	..	2	18	3	16
Dried Fruit	..	..	..	..	0	0	0	18
Pickles	..	..	..	..	0	4	1	14
Rasins	..	..	..	..	0	2	0	16
Coffee	..	..	..	..	0	0	1	9
Cocoa	..	..	..	..	0	1	0	14
Rice	..	..	..	..	0	1	0	0
Prunes	..	..	..	..	0	0	3	21
Frozen Fish	..	..	..	..	0	0	3	14
Biscuits	..	..	..	..	0	19	0	0
Confectionery	..	..	..	..	0	1	2	2
Eggs	..	..	..	..	0	1	2	0
Yeast	..	..	..	..	0	0	1	25
Bacon	..	..	..	..	0	10	1	0

OTHER INSPECTIONS, ETC.

On behalf of the Ministry of Transport and the local Salvage Officer, quantities of foodstuffs were examined from seventy vessels, and proportions were found to be unfit for human consumption.

A cargo of various foodstuff ex s.s. "Empire Consent" was seriously damaged by fire whilst in Alexandra Dock, Hull.

The foodstuffs consisted of large quantities of Slab Cakes, Horlick's Dried Milk, Custard Powder and Meat Extract and 5,456 cases of Biscuits.

The foodstuffs were dealt with by this Department at the request of the Ministry of Food (Salvage Division) and a very considerable quantity was recovered and sold by the Ministry.

The Director of Salvage of the Ministry of Food complimented the Staff on the efficient manner the cargo was dealt with.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937

The above Regulations have been in operation during the year and are working satisfactorily.

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926

No action has been taken under these Regulations during the year.

PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD) REGULATION, 1925 to 1940

One sample of food for analysis was taken under the above Regulations during the year ; particulars are given on this page.

SHELLFISH BEDS

There are no shellfish beds within the jurisdiction of the Authority. No action, therefore, has been taken under the Public Health (Shellfish) Regulations, 1934, or the Food and Drugs Act, 1938.

GOOLE

REPORT OF THE DEPUTY MEDICAL OFFICER OF HEALTH AT GOOLE

The under-mentioned foodstuffs were inspected during the year :—

Bacon	..	..	..	..	12,894 bales
Butter	..	..	..	..	3,978 casks
Eggs	..	..	..	..	964 boxes
Gamons	..	..	..	..	579 bales
Hocks	..	..	..	..	240 „
Chitterlings	..	..	..	..	200 barrels
Pigs' Maws	..	..	..	..	99 „
Salted Udders	..	..	..	..	4 „
Red Polony	..	..	..	..	2 cases

All the food inspected at Goole was sound.

REPORT OF THE PORT ANALYST Foodstuffs

In the table below the result of the examination of 1 sample of foodstuffs is set out :—

Sample	No. Taken	Result of Analysis
Dried Apple Rings	1	The stain on the apple rings was found to be due to iron tannate formed by the inter-action of water containing iron salts with the tannin in the wood of the boxes in which the apple rings were packed.

Dangerous Drugs Act, 1920

Four applications were received for certificates to procure drugs under the provisions of the above Act. The drugs were for use on board the following vessels :—

s.s Foo Ming (Chinese), s.s Telemachos (Greek), s.s Ithakos (Greek) and s.s Oswin (Swedish).

APPENDIX 1

Summary of Vessels Inspected, Foreign and Coastwise

HULL

From					
Foreign	{	Steamships	..	..	1,379
		Motor Vessels	..	..	322
		Sailing Vessels	..	..	—
		Fishing Vessels	..	..	695
Coastwise	{	Steamships	..	..	653
		Motor Vessels	..	..	498
		Sailing Vessels	..	..	—
		Fishing Vessels	..	..	99
					3,646

GOOLE

Foreign	{	Steamships	..	..	152
		Motor Vessels	..	..	160
		Sailing Vessels	..	..	—
Coastwise	{	Steamships	..	..	277
		Motor Vessels	..	..	356
		Sailing Vessels	..	..	2
					947
					4,593
Extra Visits		..	..	..	2,919
Total					7,512

Summary of Vessels Inspected, British and Foreign Owned

HULL

Owners.					
British	{	Steamships	..	..	1,510
		Motor Vessels	..	..	576
		Sailing Vessels	..	..	—
		Fishing Vessels	..	..	741
				—	2,827
Foreign	{	Steamships	..	..	522
		Motor Vessels	..	..	244
		Sailing Vessels	..	..	—
		Fishing Vessels	..	..	53
				—	819
					3,646



GOOLE

NOV

Owners.					
British	{	Steamships	..	..	390
		Motor Vessles	..	..	367
		Sailing Vessels	..	..	2
					759
Foreign	{	Steamships	..	....	39
		Motor Vessels	..	..	149
		Sailing Vessels	..	..	—
					188
					4,593
Extra Visits			..	..	2,919
					7,512
Total ..					7,512

They were of the following nationalities :—

British	..	..	..	..	..	3,586
Dutch	..	..	..	..	..	333
Norwegian	..	..	..	..	..	88
Finnish	..	..	..	..	..	57
Swedish	..	..	..	..	..	187
Danish	..	..	..	..	..	121
Greek	..	..	..	..	..	31
Polish	..	..	..	..	..	30

Belgian ..	..	..	..	..	..	..	36
Russian ..	..	..	..	..	..	..	9
American	..	..	..	..	..	..	56
Icelandic	..	..	..	..	..	..	26
Italian ..	..	..	..	..	..	..	2
French	..	..	..	..	..	..	12
Panamanian	..	..	..	..	..	..	4
Spanish ..	..	..	..	..	..	..	4
Faroese ..	..	..	..	..	..	..	8
Chinese ..	..	..	..	..	..	..	2
Chilean ..	..	..	..	..	..	..	1
Total ..							4,593

APPENDIX 2

Medical Inspection of Vessels

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Abadan ..		2	1	1	2	3	1		1			2	13
Accra ..												1	1
Alexandria ..	1		1		1								3
Antwerp ..						2	1	2					5
Archangel ..											1		1
Aruba ..								1					1
Auckland ..		1		1	1								3
Bahia Blanca ..				1									1
Bahrein ..			1										1
Barcelona ..						1					1		2
Bathurst ..			3	1	2	1							7
Baytown ..									1				1
Bilbao ..			1										1
Bluff, N.Z. ..	1												1
Bombay ..		1	1	2						1			5
Bona ..							1				1		2
Brisbane ..									1		1		2
Buenos Aires ..	1									1		1	3
Carried forward	3	4	8	6	6	7	3	3	3	2	4	4	53

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Brought forward	3	4	8	6	6	7	3	3	3	2	4	4	53
Cape Town ..							1		1				2
Caripto ..												2	2
Cartagena ..	1												1
Casablanca ..	2	1		3	1	1		1	1	1	1		12
Copenhagen ..				1	3	3	1						8
Cuxhaven ..					3								3
Dakar ..					1	1				1	1	1	5
Fishing Grounds													
(Foreign) ..					1	2			1				4
(North Sea)						1			1				2
Freetown ..	1	1		1	2	1	1			1	1	1	10
Fremantle ..					2			1			1		4
Gandia ..	1												1
Genoa ..										2			2
Gdynia ..	1		1	1	1				1				5
Gothenburg ..	1		1			2	1		1			2	8
Hafnafjord ..					1								1
Haifa ..		1						1	1			1	4
Hamburg ..									2	5	6	4	17
Hobart ..										1			1
Huelva ..	1		1			1		1			1	1	6
Iquique ..					1								1
Jaffa ..	1			1								1	3
Kalma ..										1			1
Karachi ..			1			1					1	2	5
Karlstad ..								1					1
Kotka ..										1			1
Lagos ..	1	1	1		2		1		2		3		11
Lisbon ..										1		1	2
London ..				1									1
Mantylouto ..								1					1
Mar-de-Plata ..				1									1
Carried forward	13	8	13	15	24	20	8	9	14	16	19	20	179

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Brought forward	13	8	13	15	24	20	8	9	14	16	19	20	179
Marmagoa ..		2											2
Melbourne ..						1							1
Messina ..		1											1
Montreal ..	1					1			1				3
Naples ..					1	1							2
Napier, N.Z. ..		1											1
New York ..				1	1	1	1			2			6
Oslo ..		1						1					2
Outward Bound			1										1
Palermo ..						1							1
Philadelphia ..									1				1
Port Sudan ..							1	1					2
Reykjavik ..			2	3	3	2	2	1					13
Rio de Janeiro ..										1			1
Rotterdam ..				5	5	3	6	4	3	5	4	4	39
Santander ..			1										1
Sapele ..			1										1
Sierra Leone ..		1											1
Sfax ..			1			1			2				4
Stettin ..			2		1								3
Sydney ..	1												1
Takoradi ..							1			1		2	4
Thorshavn ..				1									1
Torreveiga ..		3											3
Transvaag ..								1					1
Tripoli ..											1		1
Tromso ..									1			1	2
Valencia ..			1										1
Vancouver ..					1								1
Wellington ..							2						2
Extra Medical Inspections					1								1
Totals ..	15	17	22	25	37	31	21	17	22	25	24	27	283

APPENDIX 3

Tabulated Statement showing the Total Number of Admissions to Hospitals during 1946

Date of Admission	Disease	Rating	Nationality	Name of Vessel	Where from	Discharged
1/4/46	Malaria	Seaman	British	S.S. "Palermo"	Alexandria	16/4/46
7/4/46	Scarlet Fever	A.B.	"	S.S. "Faxfleet"	London	1/5/46
16/4/46	Dysentery	Cook	Swedish	S.S. "Appledore"	Freetown	21/5/46
24/4/46	Malaria	Stoker	Russian	S.S. "Necrasov"	London	4/5/46
2/5/46	Diphtheria	Fisherman	Faroese	S.T. "Silver Bell"	Foreign Fishing Grounds	12/6/46
3/5/46	"	"	"	"	"	12/7/46
3/5/46	"	"	"	"	"	12/7/46
3/5/46	" (Carrier)	"	"	"	"	10/5/46
2/5/46	Rubella	3rd Electrician	British	S.S. "Empire Lance"	Cuxhaven	7/5/46
30/5/46	Malaria	Donkeyman	"	M.V. "Westmoor"	Bathurst	13/6/46
18/6/46	P.U.O.	Greaser	"	S.S. "Lafian"	Sapele	22/6/46
7/11/46	Cerebro-spinal Meningitis	3rd Engineer	"	S.S. "Llanberis"	Pitea	3/12/46
26/11/46	Dysentery	Apprentice	"	S.S. "Fort Slave"	Bona	11/12/46
14/12/46	Malaria	Cabin Boy	"	S.S. "Cheltenham"	Takoradi	31/12/46

APPENDIX 4

Vessels on their Arrival on which Cases of Infectious Disease existed or had occurred during the Voyage

Date	Name of Vessel	Where from	No. of Cases	Rating	How dealt with
7/11/46	S.S. "Llanberis"	Pitea	1	3rd Engineer	Removed to the City Hospital, Cottingham
16/4/46	S.S. "Appledore"	Freetown	1	Cook	"
26/11/46	S.S. "Fort Slave"	Bona	1	Apprentice	"
2/5/46	M.V. "Silver Belle"	Foreign Fishing Grounds	1	Fisherman	"
3/5/46	"	"	3	Fishermen	"
4/6/46	"	"	(inc. 1 carrier)	"	"
			2	"	Cases landed at Faroe Isles and Aberdeen respectively
5/2/46	S.S. "Liberian"	Lagos	1	Seaman	Suffered during voyage
10/2/46	S.S. "Levenpool"	"	1	"	"
1/5/46	S.S. "Palermo"	Alexandria	1	"	Removed to the City Hospital, Cottingham
24/5/46	S.S. "Necrasov"	London	1	Stoker	"
30/5/46	M.V. "Westmoor"	Bathurst	1	Donkeyman	Removed to the Beverley Road Hospital, Hull
14/6/46	M.V. "British Sincerity"	Abadan	1	Steward	Suffered during voyage
16/9/47	S.S. "Fort Rupert"	Lagos	1	Deck Boy	Treated on board by Federation Doctor
4/9/46	S.S. "Clan MacIlwraith"	Liverpool	1	Seaman	Admitted to the Anlaby Road Hospital, Hull
20/11/46	S.S. "Fort Wrigley"	Lagos	1	Fireman	Admitted to hospital at Southampton
14/12/46	S.S. "Cheltenham"	Freetown	1	Cabin Boy	Removed to the City Hospital, Cottingham

APPENDIX 4—Continued

Date	Name of Vessel	Where from	No. of Cases	Rating	How dealt with
			PNEUMONIA		
3/1/46	S.S. "Bajamar"	Newcastle	1	Seaman	Admitted to the Anlaby Rd. Hospital, Hull
25/1/46	S.S. "Atwater Park"	Vancouver	1	"	"
			RUBELLA		
13/5/46	S.S. "Zwaantiena"	Outward Bound	1	Master's Son	Case allowed to proceed in care of mother
2/5/46	S.S. "Empire Lance"	Cuxhaven	1	3rd Electrician	Removed to the City Hospital, Cottingham
			SCARLET FEVER		
7/4/46	S.S. "Faxfleet"	London	1	A.B.	Removed to the Joint Isolation Hospital, Goole
			TUBERCULOSIS		
27/5/46	S.S. "Modasa"	Bombay	1	Cadet	Admitted to the Greenwich Hospital, London
18/8/46	S.S. "Bloomfield"	Aruba	1	Fireman	Referred for treatment to the Federation Doctor

APPENDIX 5

Total No. of ships inspected	4,593
Total No. of ships with defects, including those due to dirt, vermin, etc.	735

(a) At Hull

British owned	467
Foreign owned	152

(b) At Goole

British owned	53
Foreign owned	63

(a) DEFECTS OF ORIGINAL CONSTRUCTION

BRITISH

VENTILATION :—

	No. of defects	Remided (up to 31st Dec., 1946)
Unventilated Forecastles	9	3
„ Cabins	6	4
„ Messrooms	4	—
„ Pantry	1	—
„ Storeroom	1	1
„ Water Closets	59	19
„ Pail Closets	3	—
„ Wash-Places	17	8
„ Water Closets-Washplaces ..	2	1
Ventilators in an unsatisfactory position over Bunks	14	8

LIGHTING :—

Inadequate natural lighting to For- castles	27	12
Inadequate natural lighting to Mess- room	1	—
Inadequate natural lighting to Saloon ..	1	—
Inadequate artificial lighting to Forecastles	2	2

CREWS' QUARTERS :—

Inadequate heating to Forecastles ..	5	4
„ „ „ Cabins	15	12
Uncontrollable flexible steam jets ..	2	2
Insufficient seating arrangement ..	1	1
No foodlockers provided	1	1
No wash-place provided	1	—

WATER CLOSETS :—

W.C.'s without water supply ..	21	2
Total ..	193	80

(a) DEFECTS OF ORIGINAL CONSTRUCTION**FOREIGN****VENTILATION :—**

	No. of defects	Remedied (up to 31st Dec., 1946)
Unventilated Forecastles	16	—
„ Cabins	47	7
„ Galley-Messrooms	24	—
„ Messrooms	19	—
„ Water Closets	100	1
„ Pail Closets	7	—
„ Wash-places	44	2
„ Shower Bath	1	—
Ventilators in an unsatisfactory position over Bunks	1	—

LIGHTING :—

Inadequate natural lighting to Fore-
castles

1

—

WATER CLOSETS :—

W.C.'s without water supply ..	57	3
No Water Closet provided	1	—
	—	—
Total ..	318	13
	—	—

(b) STRUCTURAL DEFECTS THROUGH WEAR AND TEAR**BRITISH**

	No. of defects	Remedied (up to 31st Dec., 1946)
Defective W.C.'s and fittings	144	126
„ stoves and fittings	43	39
„ side ports and glasses	80	78
„ ventilators	15	10
„ food lockers	15	15
„ radiators	23	23
„ flooring	22	18
„ doors	12	12
„ bulkheads	7	7
„ sheathing	7	6
„ steam pipes	7	7

	No. of defects	Remedied (up to 31st Dec., 1946)
„ scuppers	12	12
„ drain pipes	15	10
„ wash-hand basins & fittings	5	5
„ shower baths	4	3
„ hot water tanks	2	2
„ bunks	11	11
„ lockers	2	2
„ seating	2	2
„ drawers	4	4
„ tables	2	2
„ fresh water pump	1	1
„ hot water supply pipes ..	2	2
„ fresh water pipes	5	4
„ afterpeak tanks	3	2
„ chain pipe	1	1
„ sky light	1	1
„ hawse pipes	3	3
„ electric fans	4	4
„ shell plating	2	2
„ escape hatch cover	1	1
„ ventilator shaft	1	—
Leaky overhead decks causing dampness	51	44
No sounding cap to forepeak tank in forecastle	1	1
Total ..	<u>510</u>	<u>460</u>

FOREIGN

Defective W.C.'s and fittings	9	—
„ stoves and fittings	1	—
„ ventilators	3	3
„ doors	5	5
„ flooring	1	—
Leaky overhead decks causing dampness	2	1
Total ..	<u>21</u>	<u>9</u>

**(c) DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL
TO HEALTH**

BRITISH

	No. of defects	Remedied (up to 31st Dec., 1946)
Dirty condition of forecastles . .	55	50
„ „ „ cabins . .	325	313
„ „ „ messrooms . .	94	88
„ „ „ galleys . .	5	5
„ „ „ food lockers . .	8	7
„ „ „ pantry . .	1	1
„ „ „ bakery . .	1	1
„ „ „ wash-places . .	63	60
„ „ „ bathrooms . .	4	4
„ „ „ wash-hand basins . .	4	4
„ „ „ alleyways . .	13	12
Insanitary condition of water-closets	62	60
„ „ „ galley refuse	7	7
„ „ „ food lockers	14	—
„ „ „ ice-chest . .	1	1
Verminous condition of forecastles . .	82	81
„ „ „ cabins . .	1,048	1,021
„ „ „ messrooms . .	203	192
„ „ „ galleys . .	69	64
„ „ „ pantries . .	101	95
„ „ „ storerooms . .	48	45
„ „ „ saloons . .	38	35
„ „ „ cafeteria . .	1	1
„ „ „ water-closets	22	22
„ „ „ wash-places	22	21
„ „ „ bathrooms . .	7	7
„ „ „ drying rooms	2	2
„ „ „ linen lockers	4	4
„ „ „ alleyways . .	3	3
„ „ „ wireless rooms	2	2
„ „ „ wheelhouse & wireless rooms	3	3
„ „ „ chartrooms . .	4	4
Deposits in fresh water tanks . .	5	5
Condensation of moisture in cabins . .	8	8
„ „ „ „ „ forecastle	1	—
„ „ „ „ „ messrooms	2	—
Total . .	<u>2,332</u>	<u>2,228</u>

FOREIGN

	No. of defects	Remedied (up to 31st Dec., 1946)
Dirty condition of forecastle	1	1
„ „ „ cabins	14	8
„ „ „ messrooms	4	—
„ „ „ wash-places	5	2
Insanitary condition of water-closets	4	2
„ „ „ galley refuse	2	2
Verminous condition of forecastles ..	4	4
„ „ „ cabins	65	55
„ „ „ messrooms	9	7
„ „ „ galleys	4	3
„ „ „ pantries	3	3
„ „ „ storerooms	2	1
„ „ „ saloons	2	2
Condensation of moisture in cabins ..	3	3
„ „ „ „ forecastles	2	2
„ „ „ „ messrooms	2	2
Total ..	126	97

(d) DEFECTS ARISING FROM STRUCTURAL ALTERATIONS

BRITISH

VENTILATION :—

	No. of defects	Remedied (up to 31st Dec., 1946)
Unventilated Forecastles	12	1
„ Cabins	9	7
„ Messrooms	7	1
„ Storerooms	2	1
„ Pantries	2	1
„ Saloons	2	1
„ Galley-messroom	1	—
„ Food Lockers	4	—
„ Water Closets	55	22
„ Wash-places	46	10
„ Combined W.C.—Wash- place.. ..	1	—
„ Drying Room	1	—
Ventilators in an unsatisfactory position over bunks	10	3

LIGHTING :—

	No. of defects	Remedied (up to 31st Dec., 1946)
Inadequate natural lighting to Fore- castle	1	—

CREWS' QUARTERS :—

Inadequate heating to Cabin ..	1	1
No heating to Cabins	3	3
No food lockers provided	4	4
No seating in Messroom	1	1
No scuppers in Wash-places ..	2	—
No lagging to stove-pipe in close proximity to bunk	1	—
Cabin door opening direct to Fore- peak Store	1	1

WATER CLOSETS :—

W.C.'s without water supply ..	4	—
Totals ..	170	57

FOREIGN

VENTILATION :—

Unventilated Forecastsles	2	—
„ Cabins	33	6
„ Messrooms	10	—
„ Galley-messrooms ..	4	—
„ Water Closets ..	17	—
„ Wash-places	13	2
Ventilator in an unsatisfactory position over bunks	1	—

WATER CLOSETS :—

W.C.'s without water supply ..	4	—
Totals ..	84	8

It was unnecessary to serve any statutory notices during the year ; all the repairs, etc., referred to above were done as the result of informal action.

DIRTY & VERMINOUS CONDITION OF CREWS' QUARTERS

Nationality		No. of ships inspected	Dirty conditions		Verminous conditions	
			No. of ships concerned		No. of ships concerned	
			Found	Remedied	Found	Remedied
British	.. ..	3,586	111	104	177	169
Dutch	.. ..	333	1	1	1	1
Swedish	.. ..	187	2	1	1	1
Danish	.. ..	121	—	—	1	1
Norwegian	.. ..	88	1	1	3	2
Finnish	.. ..	57	—	—	—	—
American	.. ..	56	2	2	—	—
Belgian	.. ..	36	—	—	—	—
Greek	.. ..	31	—	—	4	4
Polish	.. ..	30	1	1	2	2
Icelandic	.. ..	26	—	—	—	—
French	.. ..	12	1	—	1	—
Russian	.. ..	9	—	—	—	—
Faroese	.. ..	8	—	—	—	—
Panamanian	4	—	—	—	—
Spanish	4	—	—	—	—
Italian	2	—	—	—	—
Chinese	2	—	—	—	—
Chilean	1	—	—	—	—
Totals	4,593	119	110	190	180



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Manor Street, Hull
